Stephenville Municipal Plan Review

Volume I: Plan

Town of Stephenville

MacLaren Plansearch

March 1992

NOTICE OF APPROVAL

I, Hazel R. Newhook, Minister of Municipal Affairs, under and by virtue of the powers conferred by Section 25 of the Urban and Rural Planning Act, Chapter 387 of the Revised Statutes of Newfoundland, 1970, hereby approve the Stephenville Municipal Plan, 1982, as adopted by the Council of the Town of Stephenville on the 15th day of April, 1982, subject to the following amendment:

Section 2.5 is hereby amended by adding thereto the following additional objective:

> "To ensure that adequate safeguards are provided for the motoring public with respect to low flying aircraft on roads abutting the Stephenville Airport"

Dated at St. John's this 1st day of Feb, 1983.

Hazel R. Newhook
Minister of Municipal Affairs

In the presence of:

J. T. Al[illegible]n, F.C.I.P.
Director [illegible]rban and Rural Planning

COUNCIL RESOLUTION

Resolved that the Town of Stephenville accept the Municipal Plan 1982 as presented and displayed and as prepared by MacLaren Plansearch Limited.

PROPOSED BY: Councillor Gallant

SECONDED BY: Councillor Tompkins

Certified as a correct copy of a resolution passed at a meeting of Council held at Stephenville, Newfoundland, on the 15th day of April, 1982, in accordance with Sections 16 and 18 of the Urban Rural Planning Act.

Clerk

SEAL AND SIGNATURE

Signed and sealed pursuant to Section 16(3) of The Urban and Rural Planning Act this 30th day of April, 1982.

Kevin Walsh.
MAYOR

CLERK'S CERTIFICATE

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan adopted by the Council of the Town of Stephenville on the 15th day of April, 1982.

CLERK

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Introduction

1. INTRODUCTION

Under Part II of the Urban and Rural Planning Act, 1970, any council may by resolution, propose to prepare a Municipal Plan. Application including the resolution, a description of the planning area and a statement of arrangements for preparing the plan, must then be made to the Minister. The Minister may then accept the application or make suitable adjustments to the planning area, and the Lt. Governor in Council may grant to Council interim control over such defined area until a plan is in place. Council then prepares or makes arrangements to prepare a Municipal Plan showing a scheme for development in the defined planning area, and forwards the same to the Minister no later than five years after his initial consent to prepare the plan was given.

A Municipal Plan must be prepared under the direction of qualified planning officers or qualified planning consultants appointed by the authorized Council with the approval of the Minister. The Plan must be prepared on the basis of surveys and studies of land use, population growth, economic base of the planning area, its present and future transportation and communication needs, public services, social services, etc. The Plan should contain proposals for the general development of the planning area, for a period not exceeding 10 years from the date of completion, in such a way as to ensure the efficient use of its financial and material resources.

When the Plan is complete, Council considers it and if satisfied adopts it. Council then makes known its desire to seek Ministerial approval, giving sufficient notice and making the Plan available for public inspection according to the requirements of the Act. Interested persons can then make objections to the Council. The Minister then appoints a Commissioner to hear such objections and he in turn reports back to the Minister on the hearing.

After the hearing, Council applies to the Minister for formal approval of the Plan. The Minister bases his decision on the contents of the Plan and the Commissioner's report. If the Minister gives his approval, the Plan becomes binding on Council and all other persons. Subsequently, Council develops a full scheme for the control of land use in strict conformity with the Plan, which must be approved by the Minister.

The approved Plan, subject to any amendments and regulations, becomes the guide on which all development in the planning area must be based and to which such development must conform. The Act requires that the Plan be reviewed periodically, on the expiration of every five years.

1.1 Purpose of the Municipal Plan

The Stephenville Municipal Plan 1982-1992 has been prepared in order to provide Council with a comprehensive policy document for the management of growth within the Stephenville Municipal and Planning Areas. The Plan has been designed to guide development over the ten year planning period, 1982-1992.

The Plan is the result of an extensive review of the Stephenville Municipal Plan as approved in 1970 and the Stephenville Municipal Planning Area, and an assessment of all relevant planning issues as required under the Urban and Rural Planning Act, 1970. The Plan repeals and replaces the Stephenville Municipal Plan (1970).

The Plan is based on the complete survey and analysis that was undertaken during the initial phase in the preparation of the Plan and contained in Volume II: Background Report. All factors related to the development of a municipal plan are included in the Background Report as required under section 15 of the Urban and Rural Planning Act.

The Plan consists of three major sections, which follow as sections 2, 3 and 4.

Section 2 identifies the overall planning goals which the Town of Stephenville wishes to achieve in the long term. It also contains the specific objectives through which the municipality can move towards the fulfillment of its goals during the 10-year planning period (1982-1992).

Section 3 of the municipal plan relates specifically to the use of the land within the Stephenville Planning Area. It consists of land use maps and policies to guide land development.

Section 4 deals with the implementation of the Plan and a capital works program. It outlines the land use regulations to be adopted after the Plan itself is in effect.

1.2 Important Planning Issues

During the course of the preparation of the Plan, a number of issues emerged as being extremely important to the future of Stephenville. These can be summarized as follows:

1. Future development should be consolidated within the built-up area of the municipality in order to ensure the full economic benefit of existing services and servicing extensions.

2. There is a need to establish policies which will ensure a high quality of development in the future.

3. Future residential development should be concentrated in and around existing residential areas, through in-filling, in-depth development and the designation of additional land for residential use, in order to avoid dispersed development and to maximize the use of existing community and municipal services.

4. There is an immediate need to encourage development of the serviced land available in the Newfoundland and Labrador Housing Corporation subdivision, located north of the Hansen Highway. A mix of housing types, with varied lots sizes, should be developed on the site.

5. Although the present trailer court developments within Stephenville are considered to be less than desirable, there is a need to recognize the demand for this housing type, and land should be designated for both a mobile home subdivision and a trailer court development.

6. There is a need for additional playgrounds throughout Stephenville, particularly in the residential neighbourhoods west of Blanche Brook.

7. Additional land on the Harmon Complex should be designated for commercial and industrial uses in order to strengthen this area as the primary industrial area within the municipality.

8. Land adjacent to the Stephenville Airport, Port Harmon and the CN rail lines should be designated for specific industrial uses in order to ensure the highest and best use of this land.

9. There is a need to encourage the inshore fishery by ensuring that land immediately adjacent to Little Port Harmon be designated for fishing-related uses only.

10. The use of Main Street should be strenghtened so as to provide a focus for retail commercial and service uses. This can be achieved through proper treatment of store facades, redevelopment of the streetscape, infilling, the provision of parking areas, etc.

2. GOALS AND OBJECTIVES

The Town's goals and objectives which are to be pursued within the ten year planning period are as follows:

2.1 Physical Structure

Goals: To encourage patterns of growth which will lead to the consolidation of the municipality and more specifically to a closer integration between the Harmon Complex and the original townsite.

To permit development so as to achieve maximum land use compatibility, orderly development and the economic use of municipal services.

To permit the continuation of traditional land uses and patterns within the built up portions of the municipality.

To provide for the consolidation and continued growth of Main Street as the primary retail, commercial and service focus of the municipality.

Objectives: To extend the built up municipality in four areas:

(i) south of the airport to Port Harmon and the Abitibi Price Complex;
(ii) east along Minnesota Drive, including the former Newfoundland Hardwoods site;
(iii) east and west of Queen Street Extension;
(iv) the serviced portion of the N.L.H.C. lands north of the Hansen Highway.

To allocate land for future development on the basis of its best use, considering its physical and locational characteristics.

To encourage the redevelopment of the Main Street through the preparation of a redevelopment scheme.

2.2 Economic Opportunities

Goals: To encourage the development of additional employment opportunities to serve the present and future population.

Objectives: To work in conjunction with the Harmon Corporation, the Provincial Government, other agencies and private enterprise to attract future employers to Stephenville.

To encourage the development of incentives to the tourism industry through promotional campaigns and the development of additional tourism, recreational and commercial services.

To encourage development of an attractive and consolidated downtown area.

2.3 Housing

Goals: To provide for an adequate quality, quantity and mix of housing to serve the needs of the present and future population.

To provide for a good quality residential environment.

Objectives: To ensure that sufficient serviced land is made available during the planning period to meet the demand for housing.

To encourage the continued improvement of substandard dwellings through such programs as the Rural Residential Assistance Program.

To permit the development of a housing mix in the downtown area such that residents of all income levels can easily avail themselves of services and employment opportunities.

2.4 Municipal Services

Goals: To provide a full range of municipal services to Stephenville in the most economic fashion.

Objectives: To permit development within the municipality only on sites which can be adequately and economically serviced by municipal water and sewage systems.

To develop a new municipal solid waste disposal facility as an immediate priority.

To promote development of those areas which are presently serviced by municipal water and sewer systems so as to provide a maximum return on public investment.

To make improvements to existing municipal water and sewer systems.

2.5 Transportation

Goal: To provide an efficient transportation network to serve Stephenville.

Objectives: To seek the co-operation of the Department of Transportation in providing improvements and maintenance to the provincial highway system serving Stephenville.

To provide an additional road link between the original townsite and the Harmon Complex, (West Street - Massachusetts Dr.).

To encourage the use of Prince Rupert Drive as a bypass to Main Street.

To undertake continued general improvements to the municipal road system through a regular maintenance program.

To ensure that adequate parking is provided in the vicinity of service and commercial uses so as not to disrupt the normal flow of traffic on adjacent streets.

To allow for the expansion of port facilities at Port Harmon, in order to realize the full potential of fishing and other port-related industrial uses.

To ensure that land uses surrounding the Stephenville Airport are compatible with airport operations in order to maximize airport use.

To realize the advantages that the rail facilities in Stephenville provide to the Town in terms of industrial development.

2.6 Community and Social Services

Goal: To provide a full range of community and social services to Stephenville.

Objectives: To provide additional 0.20 hectare childrens' playgrounds west of Blanche Brook.

To ensure that a minimum of 5% of the useable land of an area developed as a residential subdivision be reserved for open space/recreational use.

To encourage the development of a multi-use park between the golf course and Little Port Harmon to serve the residents of Stephenville.

To encourage the multi-functional use of existing community buildings (school, churches, etc.).

To encourage the provision of additional community services in response to needs as they are identified.

2.7 Rural Communities

Goal: To provide for continued limited expansion of the communities of Noel's Pond and Cold Brook so as to preserve their rural character.

Objectives: To permit development only on the basis of on site /communal services so that there will not be any future requirement for community water and sewage services.

Future development should be permitted so as to encourage consolidation of the communities rather than the continued ribboning of development along access roads.

To ensure that any future development in the community of Noel's Pond does not contribute to the pollution of the Noel's Pond water supply.

2.8 Environment

Goals: To provide a pleasant and safe living and working environment in Stephenville.

To maintain and enhance the natural resources within the Stephenville Municipal Planning Area.

To provide for the health, safety and welfare of the general public.

Objectives: To provide municipal services at environmentally acceptable standards.

To ensure that a regular community cleanup program is maintained.

To protect the watersheds of Noel's Pond and Ned's Pond from any development or activity which could affect the quality of the Stephenville municipal water supply.

To further investigate the potential of Hook Lake as a future municipal water supply.

To investigate and resolve potential flooding of land areas adjacent to Blanche Brook.

To minimize shoreline erosion along Blanche Brook.

To preserve points of public access to the shoreline of Bay St. George.

2.9 Municipal Finance and Administration

Goal: To manage the financial and administrative affairs of the municipality so as to provide necessary financial services within a framework of long-term financial stability.

Objectives: To manage municipal expenditures so as to provide a maximum return on investment.

To set municipal taxes at a realistic level considering the desired capital and operating expenditures.

To manage the municipal debt load within a realistic framework, considering the Town's ability to generate revenue and to meet its expenditures over the long term.

3. THE PROPOSED LAND USE PLAN

The following policies with accompanying Maps 3.1, 3.2 and 3.3 constitute the land use component of the Stephenville Municipal Plan. It reflects the Goals and Objectives established in Section 2. The Land Use Plan has been prepared in order to ensure that the physical development of Stephenville is undertaken in an efficient and economic manner.

3.1 Residential Uses

There are six categories of residential land designated within the planning area. These are:

i) Single-detached Residential;
ii) Residential;
iii) Mobile Home;
iv) Rural Residential;
v) Reserve Residential; and
vi) Residential - C.D.A.

Additional categories which incorporate residential uses have been designated as Mixed Use and are addressed in Section 3.6.

General Policies:

i) Subdivision development shall be permitted within the designated residential area subject to comprehensive evaluation. Evaluatons shall include:

   a) a full investigation of physical features;
   b) a comprehensive site design;
   c) an engineering design with cost estimates for the provision of municipal services; and
   d) an analysis of the financial impact on the municipality.

ii) Subdivision development shall proceed only on the basis of a signed subdivision agreement.

iii) A minimum of 5% of the useable land developed for subdivision purposes shall be dedicated to the municipality as parkland. Council may accept from the developer in lieu of such area of land, the minimum payment of a sum of money equal to 5% of the total value of the area of land subdivided at the date of the subdivision approval.

iv) All residential uses shall front on a public street.

v) Infilling within the planning area shall be permitted along existing roads subject to the requirements of the Municipality of Stephenville and the Department of Health regarding the provision of services.

vi) Development of the serviced Newfoundland and Labrador Housing Corporation subdivision shall be promoted and given priority over the extension of services to additional residential subdivisions.

Measures to achieve this may include:

a) a redesign of the present development scheme in order to provide for larger lot sizes and a mix of housing types;
b) sale of lots by public tender; and
c) construction of houses on speculation.

vii) Local commercial uses such as convenience stores shall be permitted in designated residential areas provided the dominant use of lots containing such uses continues to be residential.

3.1.1 Single-detached Residential

Policy: Within this residential land use designation single-detached dwellings shall be permitted subject to the requirements of the Municipality of Stephenville regarding the provision of services.

3.1.2 Residential

Policies: i) A mixture of housing types shall be encouraged within this land use designation. Permitted housing shall include single-detached, semi-detached, duplex, town-house units and apartment units provided:

a) a balance of housing types is achieved in all areas;
b) sites are selected and designed with full regard for the availability of municipal and community services, the future generation of traffic and other pertinent planning considerations;
c) a high standard of building design and construction is maintained.

3.1.3 Mobile Home

Policies:

i) Mobile homes shall be the only residential use permitted within this land use designation.

ii) All mobile home development shall be treated as any conventional housing development and shall conform to the standards applied to such development.

iii) Mobile home developments greater than five units shall be subject to the Mobile Home Development Regulations as administered by the Department of Municipal Affairs.

3.1.4 Rural Residential

Policies:

i) Single-detached housing shall be the only residential use permitted within this designation.

ii) Residential lot sizes shall suit the rural character and life style of the designated areas and shall conform to the standards established by the Municipality of Stephenville, the Department of Health and the Department of Transportation. Lots shall have a minimum area of 0.5 hectares.

iii) All residential uses shall front on a public road.

iv) In-depth development shall be permitted subject to the preparation of a properly designed lot layout.

v) Local commercial uses such as convenience stores as well as other commercial uses which are resource-based and/or which have been traditionally part of the rural community, shall be permitted provided that the dominant use of the area continues to be rural residential and that non-residential uses do not conflict with residential uses.

3.1.5 Reserve Residential

Policies:

i) The area designated Reserve Residential shall be held in reserve until such time that the flooding potential of the land is determined.

ii) If this area is proven suitable for development to the satisfaction of the Department of Environment, residential uses shall be permitted subject to the requirements of the Municipality of Stephenville and the Department of Health.

iii) Residential uses to be permitted shall be those uses outlined in Section 3.1.2 of this Plan.

3.1.6 Residential - Comprehensive Development Area (C.D.A.)

Policies:

i) The land designated Residential C.D.A. shall be held in reserve until such time that a comprehensive development scheme is prepared for the entire area.

ii) The development scheme shall consider and integrate the development of the presently serviced area to the west and the residential development along the Queen Street Extension.

iii) Development of this area should be considered for the long-term.

3.2 Commercial Uses

There are two categories of commercial land designated on Map 3.1. These are :

i) Main Street Commercial; and
ii) General Commercial.

An additional category, Industrial/Commercial, which includes commercial uses is addressed in Section 3.3.

3.2.1 Main Street Commercial

Policies:

i) Retail commercial and service uses shall be permitted along Main Street.

ii) Residential uses adjoining or above the commercial uses shall also be permitted provided the dominant use of each lot remains commercial.

iii) Council will encourage the preparation of a comprehensive redevelopment scheme for Main Street. This redevelopment scheme shall consider the following:

a) encouragement of investment in new construction and renovation, initially in a small area of Main Street in order to provide a focus for redevelopment;
b) consolidation of the eastern end of Main Street;
c) infilling of vacant spaces between buildings to concentrate activity and encourage more business and a more vibrant Downtown;
d) uniformity of spacing between buildings, set backs and treatment of facades;
e) concentration of public investment in redeveloping the streetscape; and
f) provision of adequate parking on and off the street.

3.2.2 General Commercial

Policies:

i) Commercial uses other than retail commercial and personal service uses shall be permitted within this land use designation. Permitted uses shall include restaurants, hotels/motels, automobile servicing, warehousing and distribution outlets.

ii) Retail uses existing prior to approval of this Plan shall conform to the Plan and be permitted to continue as permanent uses. The continuance of a use shall include the replacement of the structure housing it.

iii) Major retail uses, including shopping center development, shall be permitted in the area at the intersection of Minnesota Drive and Igloo Road provided that an independent analysis by a qualified market analyst clearly demonstrates that:

a) the market potential exists for such a development; and
b) the viability of the present Main Street Commercial Area will not be adversely affected by the proposed development.

Any such development shall be subject to a development agreement signed by both the developer and the Council.

3.3 Industrial Uses

Land is designated on Maps 3.1 and 3.2 for industrial uses in order to bring about the continued use of established industrial areas and to provide land for industrial expansion during the planning period.

General Policy: i) Industrial development shall take place only on the basis of comprehensive site designs which provide for:

a) all physical characteristics of the site such as soils and drainage pattern;
b) the extension of full municipal services to the site;
c) the effect of development of the site on adjacent land uses, i.e., the need for buffering, traffic controls, etc.; and
d) the phasing of development.

3.3.1 Major Industrial

Policy: i) Land designated as Major Industrial shall permit a range of industrial uses such as manufacturing and warehousing operations. The type and mix of uses will be determined by a comprehensive development scheme, particularly in the case of the area designated Major Industrial south of the airport and west of the Industrial Access Road (see Maps 3.1 and 3.2).

3.3.2 Port-Related Industrial

Policies: i) Uses permitted in the area designated Port-Related Industrial shall be those such as fish processing or container shipping uses which are dependent on direct access to Port Harmon.

ii) Development should take place so that full advantage can be taken of the rail link to this area.

3.3.3 Fishing-Related Industrial

Policies: i) The area designated Fishing-Related Industrial on Map 3.2 shall be further developed only to the benefit of the fishing industry.

ii) Permitted uses shall include wharfage, slipways, fish storage facilities and equipment storage structures.

3.3.4 Airport-Related Industrial

Policies: i) Uses permitted in the area designated Airport-Related Industrial (Map 3.1) shall be preferably those industrial uses which are airport-related, such as storage or light manufacturing uses which require air transportation services.

ii) Industrial uses which interfere with airport operations shall be restricted. These include, but may not be limited to, industries which cause electric noise interference glare or smoke. Compatability of an industrial use with airport operations shall be determined by the Municipality of Stephenville following close consultation with Transport Canada.

3.3.5 Rail-Related Industrial

Policies: i) Uses permitted in the area designated Rail-Related Industrial shall preferably be those industrial uses which rely on rail transportation.

ii) Other industrial uses shall be permitted.

3.3.6 Industrial/Commercial

Policies: i) The areas designated Industrial/Commercial shall permit a mix of industrial and commercial uses.

ii) Permitted uses shall include warehousing and distribution outlets, light manufacturing uses and uses such as automobile sales and service outlets along Minnesota Drive.

3.4 Transportation Uses

Policies:

i) Three types of roads exist within the Stephenville Planning Area. These are: Arterial Roads, Collector Roads (as shown on Map 3.2) and all remaining roads, which are regarded as Local Roads.

ii) New accesses onto the municipal road system shall meet all standards of the Municipality of Stephenville and the Department of Transportation.

iii) [illegible] Ohio arterial roads shall be minimized. Individual accesses will be permitted but should be limited to public road intersections and other major traffic generators in order to ensure free flow of traffic. Pedestrian traffic along arterial roads shall be by means of sidewalks and crossing controls.

iv) Where arterial roads flow through areas designated Rural on Maps 3.1 and 3.2, access should be restricted to properly planned public road intersections. Individual access to rural and resource uses may be permitted if they do not create a traffic hazard or restrict the free flow of traffic.

v) Collector roads shall be allowed to continue in their primary function of feeding traffic to and from the local road system to arterial roads. Individual access to adjacent properties shall be permitted, provided the collector function of the roads are maintained.

vi) The New Mexico Drive - Ohio Drive - Georgia Drive and the St. Claire Avenue route shall be upgraded to full collector status.

vii) The upgrading and servicing of Prince Rupert Drive should be continued in order to encourage the use of this road as a bypass to Main Street.

3.5 Institutional Uses

Policies:

i) Uses permitted in the areas designated Institutional shall include institutional uses such as hospitals, schools, government offices and facilities and churches.

ii) Institutional uses are also permitted on land designated Mixed Use B and Mixed Use C (see Sections 3.6.2 and 3.6.3).

3.6 Mixed Use

There are three categories of land designated for Mixed Uses. These are:

i) Mixed Use A;
ii) Mixed Use B; and
iii) Mixed Use C.

3.6.1 Mixed Use A

Policies:

i) The area designated Mixed Use A shall continue under this Plan as a predominantly residential area.

ii) Commercial uses existing prior to approval of this Plan shall conform to the Plan and be permitted to continue as permanent uses. No major expansions of these commercial uses shall be permitted.

iii) The continuance of a use shall include the replacement of the structure housing it.

iv) Future commercial uses permitted in Mixed Use Area A shall be of a local commercial type as permitted in Residential areas throughout the planning area (see section 3.1).

3.6.2 Mixed Use B

Policy:

i) Mixed Use B is so designated in order to permit the continuance of the residential/commercial/institutional land use mix traditional to the area, subject to meeting appropriate standards.

3.6.3 Mixed Use C

Policies:

i) The land designated Mixed Use C shall be primarily a commercial and institutional use area.

ii) The residential uses existing in this area prior to the approval of this Plan shall be permitted to continue. No additional residential uses shall be permitted.

iii) The continuance of a use shall include the replacement of the structure housing it.

iv) Future uses permitted in Mixed Use C shall include, general commercial uses, tourist-related commercial uses, offices, and institutional uses.

3.7 Watersheds

Policy: i) The Ned's Pond and Noel's Pond watershed areas, will be strictly protected in order to ensure a good quality water supply. Development that could cause contamination to these watersheds will be prohibited.

ii) The watershed areas designated at the time this Plan was prepared (see Map 3.2) will be redefined and a new watershed boundary established as soon as possible in order that policy can be effectively implemented.

3.8 Open Space

The two categories of open space areas are:

i) Open Space/Recreation; and
ii) Open Space/Cemetery.

3.8.1 Open Space/Recreation

Policies: i) Land designated Open Space/Recreation shall permit uses such as major recreational facilities, ballfields, parkgrounds, memorials, etc.

ii) No development other than recreational uses will be permitted.

iii) Land along Blanche Brook, Gadon's Brook, Warm Creek and the Bay St. George shoreline shall be preserved from any future development except that directly associated with leisure recreation uses. No recreational facilities, other than those presently existing, shall be permitted.

iv) Council will ensure that adequate public access is preserved to these shoreline area.

3.8.2 Open Space/Cemetery

Policy: i) Sites designated Open Space/Cemetery shall be preserved strictly for cemetery use.

3.9 Agricultural Use

Policies: i) Within the areas designated Agricultural, permitted land uses shall include agricultural uses such as pasture land and all other forms of commercial and non-commercial farming.

ii) Non-agricultural-related dwelling units shall not be permitted in these areas.

3.10 Rural Use

Policies: i) No development will be permitted within areas designated Rural except that associated with agriculture, forestry small scale quarrying activities, fishing and hunting and utility uses.

ii) Any major development proposed under this category of land use will be given special study and may require an amendment to the Plan.

iii) Residential uses shall not be permitted on land designated for Rural use except as accessory to the permitted uses identified above.

3.11 Community Services

Policies: i) No separate designation is made for Community Service uses, which include facilities providing social and charitable services to the municipality. These are regarded as permitted uses within Residential, Institutional or Mixed Use A and B areas.

ii) New community services shall be located so as to ensure easy access for the greatest number of people.

iii) Multi-functional use of existing recreation and community facilities shall be encouraged by Council.

4. IMPLEMENTATION

The municipal plan will be implemented over the next ten years through decisions of Council. Of particular importance to Council are the following:

i) effective administration of the Plan;
ii) the adoption of an annual capital works program; and
iii) the adoption of Land Use Zoning and Subdivision Regulations.

4.1 Administration of the Plan

For the purposed of administering the Plan, the Proposed Land Use Maps 3.1 and 3.2 shall be read only in conjunction with the Goals, Objectives and Policies outlined in this document. All development applications will be carefully evaluated as to their conformity to the Plan and full conformity of all proposals shall be required by Council.

The boundaries between land uses designated on Maps 3.1, 3.2 and 3.3 are meant to be general, except where they coincide with roads or other prominant physical features, where they are intended to define the exact limits. It is intended that no amendment to this Plan shall be required to permit minor adjustments to these boundaries. Other than such minor changes, no development shall be permitted that does not conform to this Plan.

Once conformity to the Plan has been established, Council will ensure that all development proposals are given a comprehensive review which shall include circulation to all affected public departments and agencies. Council's final decisions will be based on the desire to guide the development of Stephenville in the best long-term interests of its citizens.

All persons wishing to develop land for any purposes within the Stephenville Municipal Planning Area shall apply to Council for permission through the established procedure. Council may approve applications with or without conditions. In certain circumstances an appeal of Council's decision may be permitted to the Western Regional Appeal Board.

Prior to the major development of any land within the planning area, a development agreement shall be signed by both the developer and the Council. This agreement shall establish the conditions under which development may proceed and shall be binding to both. Developments of a minor scale may be permitted subject to conditions which would be attached to the building permit rather than a formal development agreement.

Nothing in the Plan shall affect the continuance of land uses which are lawfully established on the date that the Plan is adopted by Council.

4.2 Public Works Program

An annual public works program will be adopted and implemented by Council. This will include five year projections of work to be undertaken.

The following major projects are seen as necessary to be undertaken during the planning period in order to implement the policies of this Municipal Plan. Projects are divided into two categories: those which should be carried out during the first five years; and, those that could be deferred to the second five years of the planning period. Projects are not listed in order of priority within the two five year periods. Ongoing or minor construction and maintenance programs are not included. Preliminary cost estimates are provided (where possible) in 1982 dollar values.

Time Frame	Work	Cost Estimate
0-5 yrs.	Rehabilitation of existing landfill site and development of new site (including site clearance and access road construction)	245,000.00
	Interconnection of existing water system	90,000.00
	Interconnection of existing sewage disposal systems and improvements to and extension of Harmon Complex outfall	682,000.00
	West Street upgrading and reservicing (from Kippens Bridge to Knights of Columbus Hall).	1,330,000.00
	Prince Rupert Drive construction and servicing.	865,000.00*
	Queen Street upgrading (includes curb and gutter and third lane).	608,000.00
	Reconstruction of Main Street Bridge Brook) and widening of road.	310,000.00

*This estimate is the total cost estimate for the work. It does not take into consideration any construction already done.

	Diversion of stream feeding into west end of Noel's Pond.	8,000.00
	Neighbourhood playground development (5 playgrounds).	60,000.00
	Continuation of Flood Control Program, Blanche Brooke	Cost to be determined by the Flood Control Study underway at time of Plan preparation
	Redevelopment Scheme for Main Street	20,000.00
	Development/upgrading of outdoor sports facilities	60,000.00
	Total works to be carried out in 0-5 yrs.	$4,278,000.00
5-10 yrs.	Bridge between West Street and Massacheusetts Drive	320,000.00
	Cleaning up of Neds Pond	16,000.00/ hectare of flooded land
	Expansion of linear park system (further development in Cenetaph area and development along Blanche and Warm Brooks and Bay St. George shoreline - slope restoration, trails, benches). $50-70,000/ year for 3 years.	150-210,000.00
	Ongoing Street and underground services upgrading program $200,000.00/year	1,000,000.00
	Neighbourhood playground development (4 playgrounds).	48,000.00
	Development of new recreation complex	Cost to be determined by desired facilities and designs.
	Total works to be carried out in 5-10 yrs.	$1,594,000.00

The above works can be carried out by Council without financial hardship. In order to achieve this objective, the municipality will continue to implement a sound program of financial management. This will include observing the following principles:

(i) All proposed works which qualify for cost sharing with the provincial government (eg. Prince Rupert Drive, West Street construction) shall be financed on this basis.

(ii) Municipal funds spent on public works, particularly those of a minor nature, shall be raised from local revenue wherever possible so as to minimize additional borrowing.

(iii) Mill rates and service fees shall be increased during the planning period to keep pace with inflation.

(iv) Further borrowing to undertake major public works shall preferably be on the basis of government guaranteed loans and shall not cause the 1982 ratio of debt charges to revenue (approximately 10%) to increase substantially.

(v) 15% of local revenues generated each year shall be applied against the municipality's long term debt for water and sewer works, in keeping with the policy of the Department of Municipal Affairs.

(vi) Increased revenue shall be sought from grants in lieu of taxes when present agreements expire or alternatively, through implementation of property taxation.

(vii) For the affected properties major additional revenue will be gained from development of the NLHC subdivision (already serviced) and from other developments within the municipality as well as property value reassessment to occur during the planning period.

Figure 4.1 illustrates the capital expenditures out of revenue incurred by Stephenville between 1977-1980 and those proposed for 1982. Capital expenditures have averaged at 19.6% of total expenditures for the years shown in Figure 4.1, which is considered to be a healthy proportion.

FIGURE 4.1 CAPITAL EXPENDITURES OUT OF REVENUE, STEPHENVILLE 1977-80 and 1982

	1977	1978	1979	1980	1982 (proposed)
Capital Expenditures out of Revenue	$ 23,603	$ 252,212	$ 678,295	$ 55,961	$ 819,309
Total Municipal Expenditures	$1,094,051	$1,254,031	$1,855,328	$2,552,578	$4,333,730
% of Capital to Total Expenditures	2	20	37	21	18

The municipality is capable of undertaking the public works contained in this section without encountering financial hardships. On an annual basis, this would amount to approximately $860,000 per year for the first five years and $320,000 per year for the second five years. An additional major project for the 5-10 year period which is not included is the proposed recreation complex, the cost of which could vary greatly, depending on design, location, scale, etc.

4.3 Land Use Zoning and Subdivision Regulations

Once the Municipal Plan has been adopted, Council will proceed with the preparation of comprehensive Land Use Zoning and Subdivision Regulations pursuant to section 37 of The Urban and Rural Planning Act of Newfoundland which states:

"When the Municipal Plan comes into effect the Authorized Council shall develop fully a scheme for the control of the use of land in strict conformity with the Municipal Plan... and shall prepare:

a) zoning plans dividing the Municipal Planning Area into use zones;
b) land use zoning regulations; and
c) subdivisions regulations."

The regulations will be drawn up so as to implement the Goals, Objectives and Land Use Policies of the Municipal Plan. The document will contain general land use and subdivision regulations designed to control all land subdivision and development within the Stephenville Municipal Planning Area. All land within the planning area will be covered by land use zones (residential, commercial, etc.) which will provide for such detailed requirements as lot size and coverage, building setbacks, and parking regulations.